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STATE DOCUMENTS

THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. III., No. 6.

July, 1960

During the last year and a half, for one reason or another, the Highway Commission has been widely criticized, casting reflections upon the Commission and all the employees of the department. From time to time a ray of sunshine would break through the fog cast by various groups, indicating that the work being done was being accepted with gratefulness among responsible groups. Seldom, however, have we found such an excellent editorial as recently appeared in the "Livingston Enterprise." We felt that it was worth reprinting. We thank you Mr. Miller:

"LET'S STOP BICKERING AND BUILD ROADS!"

There is only one highway issue in Montana politics, so far as we are concerned. And that is, to get the most miles of the best possible road built in the shortest possible time.

We think that Montana is building roads at a rapid rate and we gripe when we have to drive over new construction, but compared to the more populous states of the west where there are also tremendous distances, Montana's highway accomplishments look poor indeed.

Montana needs more rapid construction of the Interstate highway system.

Travel in Montana this season is markedly below that of last year and one of the reasons could be that there are newer and better roads in other states, while the biggest share of Montana's primary road system consisted of paved cow trails. No one likes to drive over crooked, zig-zag, narrow highways after traveling over the turnpikes of the middle west, or Washington, Oregon, or California.

And yet politicians, or at least some of them, instead of supporting the Montana Highway Commission in its efforts to provide us with good roads in the shortest possible time, seem continually to be throwing brickbats at the commissioners and to

discourage in every conceivable way the progress which is now evident.

Where is the candidate for governor who promises to support the highway commission?

Where is the candidate for the legislature who realizes that travel is the third major industry of Montana, or perhaps even the second or the first when trucking is added to tourism?

Instead of supporting the program and insisting that even more progress be made, these people are complaining about accomplishments which have been made, suggesting that perhaps we do not need such good roads, seeking to vilify the commissioners and their employees, knifing the program in the back by withdrawal of needed revenue, proposing alternate programs on the basis of emotion rather than of study, and in general doing their best to keep Montana in the old rut.

Even here in Livingston where travel is the economic lifeblood of the community and where we have a good start on a fine highway, there are those who apparently would rather keep the old cow paths than to admit that someone is doing a good job and would be glad to do a better one if there were a little applause rather than so much backbiting."

INTERSTATE ALLOCATION DECREASED

During the closing days of Congress it appeared that a Senate amendment to the Highway Bill would provide emergency funds for areas of economic distress, but the amendment was removed during joint conferences so that the funds for A, B, C. (Primary, Secondary, and Urban remain the same as during the past year).

Montana's allocation of 1961 funds were increased, however, to \$52,328,000 for fiscal 1960. This was done for the reason that from the allo-

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(Continued on page 2)

CONTRACTS AWARDED		Letting of June 29, 1960
PROJECT NO.	AWARDED TO	AMOUNT OF BID
F 68 (9) Anaconda-East Road Deer Lodge County	Naranche & Konda Construction Co. Butte, Mont.	\$ 800,519.87
F 149 (12) Great Falls-Ft. Benton Cascade County	Robertson & Cave, Inc. Great Falls, Mont.	\$ 19,799.50
F 208 (3) Babb-Piegian Road Glacier County	Billings Construction Co. Billings, Mont.	\$ 136,557.00
F 237 (16) & F 267 (11) Bonner-Rogers Pass Powell County	Stanley H. Arkwright, Inc. Billings, Mont.	\$ 984,257.74
F 391 (13 & S 31 (5) Circle-Sidney and Circle-Northwest Road McCone & Dawson Counties	Albert Lalonde Company Sidney, Mont.	\$ 351,184.75
S 289 (8) & S 346 (5) Red Lodge-Columbus Carbon & Stillwater Counties	Nilson-Smith Construction Co. Great Falls, Mont.	\$ 137,854.60
S 402 (2) North of Culbertson McCabe-Bainville Road Roosevelt County	Roy T. Armstrong & Sons Miles City, Mont.	\$ 36,892.29
PS I-15-8 (3) 355 Shelby-North and South Section Toole County	Fred Strandberg Construction Co. Helena, Mont.	\$ 17,375.00
ROW I 90-3 (2) 179 Deer Lodge-North and South Section Powell County	Superior Fencing Co. Missoula, Mont.	\$ 1,224.40
SPP 071-7209 Canyon Ferry Reservoir Recreation Area Lewis & Clark and Broadwater Counties	Price and Lindsay Clancy, Mont.	\$ 6,171.90
SPP 071-9009 Tiber Reservoir Recreation Areas Toole and Liberty Counties	Whitaker Well Drilling Augusta, Mont.	\$ 3,240.00
TOTAL for Month		\$ 1,097,808.10
TOTAL for Year		\$20,958,737.17

F 149(12) and PS I-15-8(3) 355 awarded subject to Bureau of Public Roads concurrence.
All others awarded as of July 1st, 1960.

ALLOCATION DECREASED

(Continued from page 1)

cations of 1957, 1958, and 1959, Montana had a backlog of federal funds that we were unable to match, and the new allocation is an attempt to bring each state's current program more in line with the original allocation. The new legislation also changed the quarterly contract control to a semi-annual control, whereby each state may be allowed to expand up to 1/2 of its allocation during the first six month period (within the first month if it saw fit.)

One change that will benefit the Western states, was a change in the matching ratio. The states that have large areas of public domain will benefit. The amendment provides that each state's area of RESERVED PUBLIC DOMAIN shall be used in computing the federal share of matching funds. The changes resulting, are:

Amend-		Amend-	
Present	ment	Present	ment
Alaska86.09	94.93	New Mex.62.68	65.16
Arizona71.86	76.72	Oregon61.68	64.20
California ..58.01	60.41	S. Dak.55.32	55.36
Colo.56.62	57.32	Utah74.50	78.06
Idaho61.24	63.74	Wash.53.41	53.88
Mont.56.25	57.01	Wyoming64.37	66.37
Nevada83.34	89.67		

2. Present law is amended to provide that upon execution of a project agreement with a State

for construction of a road relocation necessitated by the construction of a project by a Federal agency, the Bureau of Public Roads could pay immediately to the State the estimated Federal share of the cost of the project.

3. Present law is amended to provide that under certain conditions Federal-aid funds may be used for the construction of approach roads to toll ferries on the ABC Systems.

4. The States of Maryland and Delaware are authorized to reimburse the Federal government the amount of Federal funds which have been spent on an Interstate route extending from the vicinity of Baltimore to the vicinity of the Delaware Memorial Bridge and to proceed with plans to build the road as a toll road.

5. The present requirement of law that the cost of the 1,000 miles added to the Interstate System in 1956 be excluded in making Interstate System cost estimates is repealed.

6. State highway departments are required to erect informational signs on any project where actual construction is underway and visible to highway users identifying the project and the respective amounts contributed by the State and Federal governments.

* * *

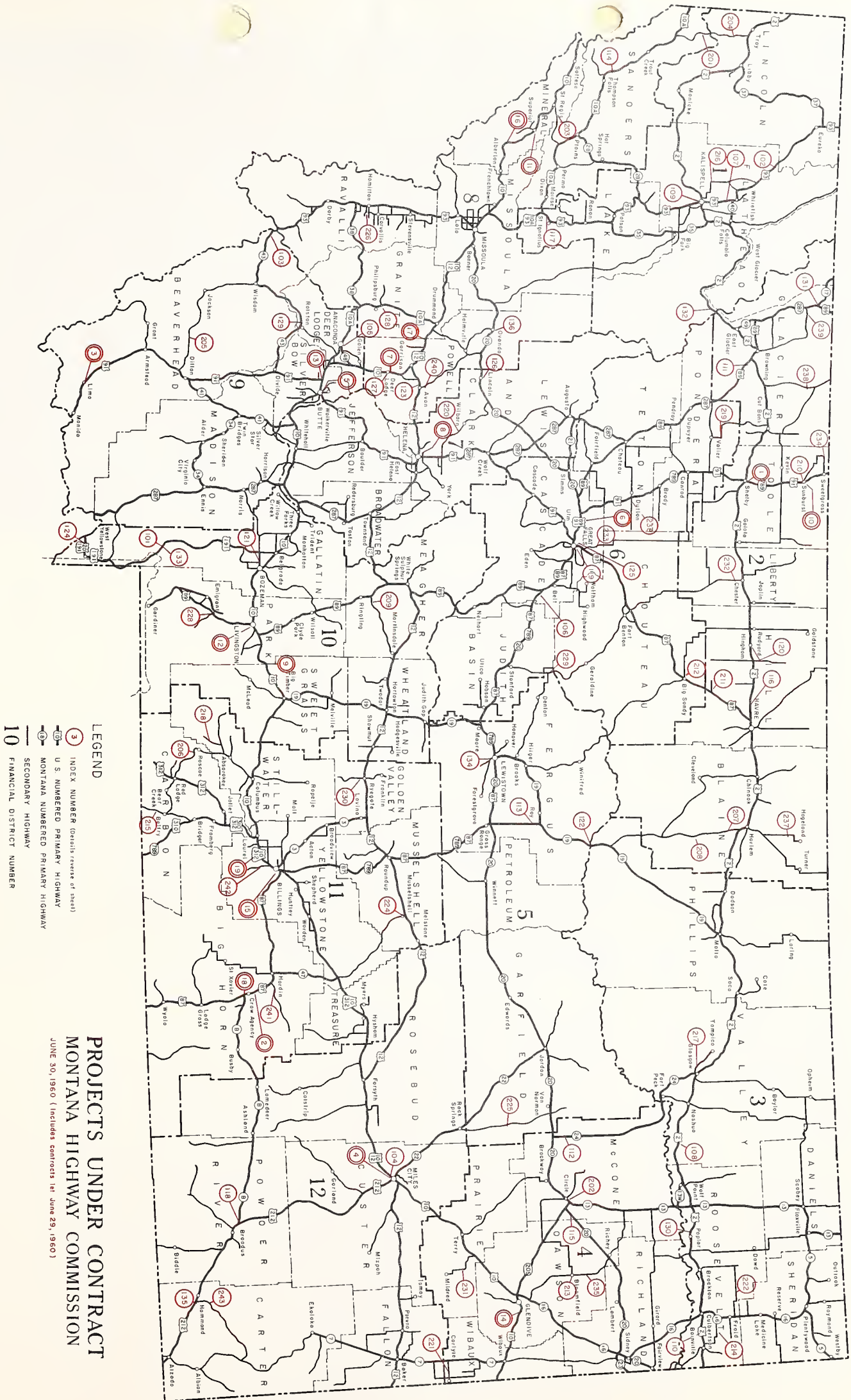
Fiscal 1962 apportionment of \$925 million for ABC highways and \$2.2 billion for Interstate highways is anticipated shortly after the bill is signed by the President.

CALL THE HIGHWAY PATROL

Montana has the lowest number of licensed operators per registered vehicle in the nation, according to the Bureau of Public Roads. With a total of 0.96 drivers per vehicle, Montana was slightly lower than Nevada with 0.99, Wyoming with 1.05, Mississippi with 1.06, North Dakota and Oklahoma with 1.07, and Oregon and Washington with 1.08. Massachusetts had 1.46 drivers per vehicle, while the national average is 1.20.

California had the largest number of vehicles registered with a total of 7,319,089, followed by New York with 4,951,083, Texas with 4,296,566, and Pennsylvania with 4,134,502.

We think that another way and perhaps a better way to put it is, that Montana has more cars per person than any other state. Trying to find a downtown parking place tends to bear this out.



Map Index Number	Project Number	Probable Completion Date	
FEDERAL AID INTERSTATE PROJECTS			
1	I-10-ING 15-8 (3) 351	9-1-60	5.6 miles (2.9 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - Three prestressed concrete and steel beam overpasses. One 360 foot G.N. Ry. and U.S. 2, one 276 foot U.S. 91 - North Shelby Interchange (US 91 - Shelby North)
2	PS-I 15-8 (3) 351 IN 90-9 (5) 498 U 1 IN 90-9 (7) 508 U 1 IN 90-9 (11) 498	9-1-60 7-31-60	Weigh Station (U.S. 91 - Shelby North) 11.6 miles (4.9 miles four lane divided) grading, drainage, surfacing, plant mix seal coat oiling and fencing (US 87 - Crow Agency North)
3	I-15-15 (9) 0	7-31-60	11.6 miles grass seeding (US 87 - Crow Agency North)
4	I 94-4 (5) 127 U 1 I 94-4 (5) 127 U 2 I 15-2 (5) 128	7-31-61 9-15-61 11-15-60	One 268 foot steel girder overpass - Miles City West Interchange. One 290 foot riveted plate girder bridge - Tongue River. Two prestressed concrete beam overpasses. One 153 foot - County Road, and one 158 foot - U.S. 212 (U.S. 10 - Miles City west) 8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Ladar Base Interchange. Three concrete slab junior grade separations. (U.S. 10 - Miles City west) 8.5 miles fencing (U.S. 10 - Miles City west)
5	I 15-5 (9) 275 U 1 I 15-5 (9) 275 U 2	7-31-61	Five prestressed concrete beam overpasses. One 225 foot - Lexington Avenue, One 225 foot - Oregon Avenue, Dual 210 foot - Harrison Avenue Interchange, One 210 foot Sheridan Street (U.S. 91 - In butte)
6	I 15-5 (9) 275 U 1 I 15-5 (9) 275 U 2	9-15-60 7-31-60	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling (US 91 - west of Great Falls) Three bridges, two 108 foot prestressed concrete beam - Manchester Interchange, one 219 foot steel girder - Vaughn Interchange, and two dual concrete slab junior grade separations (U.S. 91 - West of Great Falls)
7	I 15-5 (9) 275 U 3 I 90-3 (8) 180 U 1 I 90-3 (8) 180 U 2	7-31-60 4-10-62 8-31-61	8.3 miles fencing (U.S. 91 - West of Great Falls) 8.6 miles (1.0 mile four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 10 - North and South of Oer Lodge) Six prestressed concrete beam bridges, One 123 foot - North Oer Lodge Interchange, One 118 foot Milwaukee Avenue, One 168 foot - County Road, One 153 foot - Clark Fork, One 256 foot - Overpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Roads (U.S. 10 - North and South of Oer Lodge)
8	I 90-3 (8) 180 U 3 ROW I 90-3 (2) 179	9-30-60 8-1-60	8.6 miles fencing (U.S. 10 - North and South of Deer Lodge) 0.8 miles fencing (U.S. 10 - At Oer Lodge)
9	I-10-ING 15-4 (4) 184 U 1 I 117 (10) U 2	11-30-60 7-31-60	1607 foot total length dual steel and concrete overpasses - GN RY. and NP RY. (U.S. 91 - Helena) 4.0 miles (1.6 miles four lane divided) grading, drainage, surfacing and plant mix oil (U.S. 10 - East of Livingston)
10	I-15 15-8 (6) 379 U 1	7-31-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - G.N. Ry. One 158 foot prestressed concrete beam - Sunburst Interchange - Overpasses (U.S. 91 - Sunburst North)
11	I-10 15-8 (6) 379 U 2 I 90-1 (5) 46 I 90-1 (6) 43 U 1	8-15-60 8-31-60 7-1-61	4.2 miles fencing and cattleguards (U.S. 91 - Sunburst North) Two steel riveted plate girder bridges, one 621 foot, one 801 foot, Clark Fork (U.S. 10 - North and South of Superior) 6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation (U.S. 10 - North and South of Superior)
12	I 90-1 (6) 43 U 2 I 90-1 (6) 43 U 3 I 90-7 (4) 330	7-31-60 10-1-60 9-30-61	Three prestressed concrete beam bridges, two 153 foot - Superior Interchange, one 168 foot - Cedar Creek (U.S. 10 - At Superior and East) 6.7 miles grading and cattleguards (U.S. 10 - North and South of Superior) 730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River (U.S. 10 - South of Livingston)
13	I-ING 15-2 (8) 118	11-1-60	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 foot B.A. 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



Montana Highway Department



Montana Highway Department

Another pair of bridges will soon join the many others built recently when these sleek bridges over the Clark's Fork, one on each side of Superior, are completed.

4.6% INCREASE IN VEHICLES OVER 1958

According to the Bureau of Public Roads, Montana had 256,940 automobiles, 1,202 busses, 117,450 trucks, for a total of 375,592 vehicles using our highways at the end of 1959. This was up 16,481 over 1958 for an increase of 4.6%. Motorcycles?—2,320 are registered in Montana.

1,570 YEARS OF SERVICE

123 men compile 1,570 years with the Montana Highway Department. A total of 123 awards for longevity of service with the Highway Department have been presented during the last four months. 43 employees received recognition lapel pins and certificates for having completed 5 years with the Department; 29 for 10 years service; 25 for 15 years service; 7 for 20 years service; 12 for 25 years, and 5 have completed 30 years service.

Those who have been with the Department

for 25 years are: G. L. Hammond, J. V. Pearson, Eddie Atcheson, Paul Culeman, Milo Lahn, George Barrett, Kerwin Chubb, Irvin Hayes, Bill Jones, Art Zion, Edward Baker and Fred Wolfe. Those completing 30 years are: Garrel Rudeck, Frank Tobin, Bill Bawden, Chester Benedict and Ralph Wilcox.

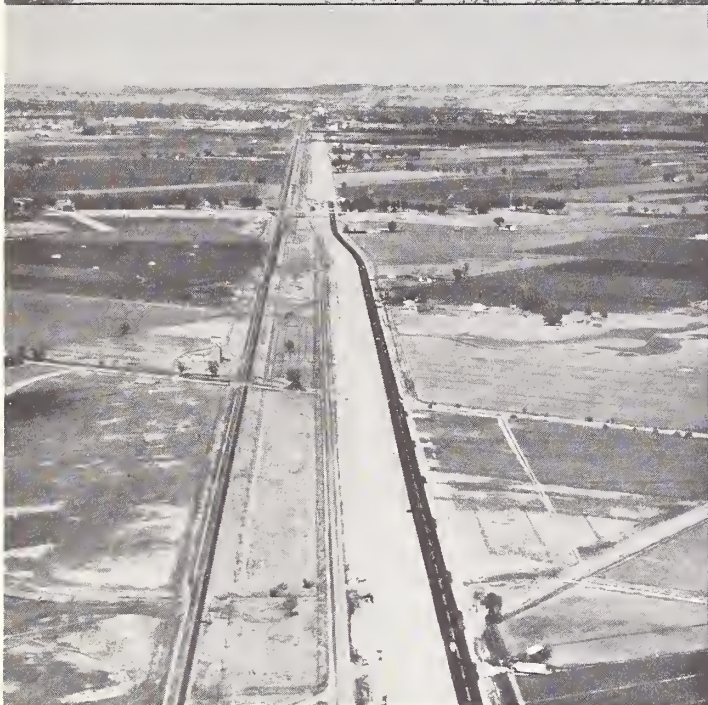
The Department is honored and fortunate to have such loyal men such as these fellows, who have devoted most of their adult life to providing comfort and convenience to the driving public.

NEW SAFETY MANUAL

The new SAFETY MANUAL is now being distributed to division offices and to section houses. It is a very attractive booklet, and we can assure you that the material contained therein is designed to provide safer working conditions. Our advice—READ and HEED.



Montana Highway



Upper Left—Another section of Interstate 90 that will no longer require the traveler to slow down for construction is the Springdale section. Lower Right—Travelers soon will be able to enjoy the new Interstate between Drummond and Gold Creek, as the plant mix bituminous surfacing is nearly completed on this four-lane, nine-mile section of Interstate 90. Upper Right—A permanent change is taking place in the hills west of Miles City as the new Interstate No. 94 grade begins to take shape. Lower Left—Traffic is now using what will be the frontage road between Massmain and Billings on the Interstate project there.

The Center Line

STATE HIGHWAY DEPARTMENT

Helena, Montana



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